This file contains consumer letters received by the N: ional Highway Traffic Safety Administration which complain of the alleged defect that is the subject of this Engineering Analysis. It also contains correspondence between this agency and the manufacturer on the subject. Portions of that correspondence may be withheld where the manufacturer has claimed that they are confidential pursuant to the Freedom of Information Act, 5 U.S.C. § 552(b)(4), which exempts : am disclosure confidential commercial and fine al information. Additional documents relating to the engineering analysis may exist, but have not been sluded in this public file.

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CERTIFIED MAIL RETURN RECEIPT REQUESTED

Mr. William R. Kittle Director, Vehicle Safety and Emissions Chrysler Corporation P.O. Box 1919 Detroit, MI 48288 NEF-12rtr EA88-001

Dear Mr. Kittle.

This letter is to advise you that the Preliminary Evaluation (PE87-013) pertaining to allege: loss of brake power assist on certain 1984 thousen 1987 Chrysler Corporation vehicles equipped with the 5.2L engine has beingraded to an Engineering Analysis (EA88-001) and to request additional information.

For purposes of this information request, the following terms are defined unless otherwise described:

- Subject vehicles: all 1984 through 1987 Chrysler. Plymouth, Dodge, Plymouth Truck, and Dodge Truck vehicles equipped with the 5.2L engine.
- Chrysler: all the personnel and files of the Chrysler Corporation including all field personnel.
- Alleged defect: shall refer to the alleged loss, failure, maifunction, or inadequate performance of the brake power assist and/or the brake system.

In order for my staff to evaluate the alleged defect, certain information is required. Pursuant to Sections 108 and 112 of the National Traffic and Motor Vehicle Safety Act (the Act), please provide numbered responses to the following items. Please repeat each item verbatim before the response. If any information has been provided to this office in response to a previous information request on this matter, that information need not be resubmitted. All other information must be submitted as requested. The submitted information is to include, but not be limited to, all written reports or documents; transcriptions, notes, or other documentation of oral communications; and information contained on electronic storace media.



- Furnish the number of 1987 model subject vehicles sold by Chrysler in the U.S. by make, model and engine (by VIN code, i.e. P. R. S. T).
- Furnish the number and copies of all owner reports or consumer complaints received by Chrysler, or of which Chrysler is otherwise awars, certaining to the alleged defect on the subject vehicles. Furnish all reports or complaints whether or not Chrysler has verified each report.
- 3. Furnish the number and copies of all other reports, complaints, surveys, investigations, surveys, studies, tests, analyses, service and technical builetins, dealer nutices, etc., from all sources either received or authorized by Chrysler, or of which Chrysler is otherwise aware, pertaining to the alleged defect on the subject vehicles. Furnish all information whether or not Chrysler has verified the information. This should aclude any and all information which has been distributed eight created and the statement of the st
- 4. Identify and descrite as a set ident or subrogation claim (including the names, addresses, and lelephone numbers of the owner/occupants involved) of which Chrysler is aware on the subject vehicles which may have occurred due to circumstances, conditions, or problems caused by the alleged defect. Furnish all reports whether or not Chrysler has verified each report.
- 5. Identify all lawsuits, both pending and closed, by title, location and docket number in which Chrysler is or was a defendant (or codefendant) pertaining to, at least in part, the alleged defect on the subject vehicles. Provide a brief synopsis of each case, including Chrysler's analysis of the incident, the identification of the vehicle (model series, model year, and VIN), the date of the incident which was the basis for the lawsuit, the date the lawsuit was filed, and the vehicle owner's name, address, and telephone number. Identify all parties involved in the lawsuit.
- 6. Furnish an updated listing of warranty claim data related to the alleged defect on the subject vehicles. Provide the data in a format contratest with Chrysler's warranty claim data submission of May 13, 198; ""ch problem claim code must be identified. It appears that in Chrysler's responses of March 2, 1987, and May 13, 1987, some warranty claim codes were not clearly identified (i.e., some of the labor operation numbers specified in Chrysler's May 13, 1987 response may not have been clearly identified in Chrysler's description of warranty claim codes submitted on March 2, 1987).

7. In October of 1986, Chrysler recalled 67,602 1984 through 1987 vehicles equipped with the 5.2L engine for intermittent loss of brake power assist on a second application of the brake pedal in Canada. The defect was a result of the brake booster vacuum hose port in the base of the carbureror being blocked with frozen moisture after an extended period of highway driving at low ambient temperatures. To prevent this defect from occurring, the vacuum source for the brake booster was relocated from the base of the carburetor to the intake manifold.

Indicate whether Chrysler has relocated or will relocate the brake booster vacuum source from the base of the carburator to the intake manifold an similar U.S. vehicles, either as a design, production, or field modification. If the source was relocated (or will be relocated) describe the modification.

- Furnish this office a sample of each of the Brake Booster Vacuum Hose Packages and special sockets identified in the Canadian recall report. Indicate whether or not these kits could be used on similar U.S. models.
- Chrysler's March 2, 1987 response stated: 'a total of seventeen vacuum hose port freezing incidents which required correction by rerouting had been reported in the Canadian market." Provide copies of each of these reports.
- 10. Chrysler's March 2, 1987 response stated: "we attempted to determine the scope of the condition in the U.S. market through contact with our Zone Service Office technical representatives in cold weather areas. We found no awareness of any such reports. Chrysler's March 2, 1987 response included reports regarding consumers Broker and Hively. Broker's report stated 'During cold weather -20F or colder, car brakes do not work well if we are road driving 45 m.p.h. or faster. Broker's state of residence was identified as Alaska. Mr. Hively, a Hisconsin resident, stated "the lack of power brakes is going to kill someone. The cause is filter PN (39766 429. It filters all the moisture in the line and freezes, causing no vacuum to get to the booster and consequently NO power brakes.' Indicate whether or not these reports indicate or appear to indicate "failures" consistent with those reported in the Canadian market.
- Indicate whether or not Chrysler has considered conducting a recall similar in nature to Chrysler's 83V-019 recall for fuel tank strap corrosion in which the defects occurred in "winter salt zones".

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- 12. Furnish Chrysler's opinion of the alleged defect in the subject
 - a. the causal or contributory factors which may result in the alleged

defect; b. the failure mode:

the risk to motor vehicle safety created by the alleged defect; and

. any warning of the alleged defect.

- Furnish a copy of all documents not specifically requested which Chrysler believes are relevant or were used in formulating its assessment of the alleged defect.
- 14. Furnish any new information of which Chrysler is aware concer_ing any report, document, or information which may have been previously provided by Chrysler. Also, furnish any additional information of which Chrysler is aware concerning the reports provided by the National Highway Traffic Safety Administration (NHTSA) on this matter.

It is important that Chrysler respond to this letter on time. This letter is being sent pursuant to Section 112 of the the Act, which authorizes this agency to conduct any investigation which may be necessary to enforce Title I of the Act. Your failure to respond promptly and fully to this letter may be construed as a violation of Section 108(a)(1)(8) of the Act.

Your written response, in triplicate, referencing the identification codes in the upper right hand corner of page 1 of this letter must be submitted to this office within 30 working days from your receipt of this letter. If you find that you cannot respond within the allotted time with all the requested information, you must request an extension from the Director. Office of Defects Investigation, no later than 5 working days prior to the due date for your response. A telephone request for an extension may be made to the Director at (202) 366-2850, but it must be confirmed in writing. On-time delivery or partial submissions should be made when circumstances prevent meeting the required delivery schedule.

If any portion of your response is considered confidential information, include all such material in a separate enclosure marked confidential. In addition, you must submit a copy of all such confidential material directly to the Chief Counsel of the National Highway Traffic Safety Administration and comply with all other requirements of 49 CFR Part 512, Confidential Business Information.

If you have any technical questions concerning this matter. please contact Mr. Richard T. Reed of my staff at (202) 366-4806.

Sincerely,

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Michael B. Brownlee, Director Office of Defects Investigation Enforcement



W R Kittle Director Vehicle Sel . md Emissions Custo and Inductor affice

December 2, 1987

Mr. Michael B. Brownlee, Director
Office of Defects Investigation, Enforcement
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Mr. Brownlee:

Reference: EA88-001; NEF-12rtr

The following and enclosed information is provided in response to your referenced inquiry regarding brake system performance of certain 1984-1987 Chrysler built vehicles. Where appropriate, our responses are limited to an update of our previous March 2, 1987 and May 13, 1987 responses on this subject.

- Q1. Furnish the number of 1987 model subject vehicles sold by Chrysler in the U.S. by make, model, and engine (by VIN code, i.e. P, R, S, T).
- A1: The requested information regarding the number of 1987 model year subject vehicles produced for sale in the U.S. is provided below.

<u>Model</u>	Engine <u>Code</u>	1987 Model Year
Cars: Plymouth Gran Fury	P 4	7,347 ,748
Dodge Diplomat	S P 4 S	1,265 13,016 2,653 ,958
Chrysler Fifth Avenue	P	.579
Trucks:		
Ramcharger B-Vans/Wagons	T T U	17,833 69,582 304
D-Pickups/Cabs	Ť	61,137 (*) 226



Mr Michael B Brownlee EA88-001: NFF-12rtr December 2, 1987 Page Two

(Continued) Δ1

Notes:

 Data for entire 1987 model year not an update of previous information

Fngine Codes

far: P = standard 2 bbl: 4 = heavy duty 2 bbl: S = 4 bbl ruck: T = 2 bbl: U = 4 bbl

- Canadian recall involved only 2 bbl engine versions.
 Error in 5/13/87 response 305 should be 219. The updated sales figure is now 226
- 02. Furnish the number and copies of all owner reports or consumer complaints received by Chrysler, or of which Chrysler is otherwise aware, pertaining to the alleged defect on the subject vehicles. Furnish all reports or complaints whether or not Chrysler has verified each report.
- Searches of our applicable records and files found no pertinent owner A2. reports additional to those previously provided.
- O3. Furnish the number and copies of all other reports, complaints, surveys, investigations, surveys, studies, tests, analyses, service and technical bulletins, dealer notices, etc., from all sources either received or authorized by Chrysler, or of which Chrysler is otherwise aware, pertaining to the alleged defect on the subject vehicles. Furnish all information whether or not Chrysler has verify the information. This should include any and all information which has been distributed electrically/electronically.
- Δ3 Enclosed is a copy of an Advance Service Information letter sent to all Chrysler Zone Service Offices in November, 1987. The letter describes the subject condition for diagnosis purposes and provided a repair procedure for its correction. We had decided to issue this letter several months ago to ensure field awareness and to obtain any resulting feedback. But we waited to issue it until November to coincide with the start of the cold weather period.
- 04. Identify and describe each accident or subrogation claim (including the names, addresses, and telephone numbers of the owner/occupants involved) of which Chrysler is aware on the subject vehicles which may have occurred due to circumstances, conditions, or problems caused by the alleged defect. Furnish all reports whether or not Chrysler has verified each report.
- O5. Identify all lawsuits, both pending and closed, by title, location and docket number in which Chrysler is or was a defendant (or codefendant) pertaining to, at least in part, the alleged defect on the subject vehicles. Provide a brief synopsis of each case, including Chrysler's analysis of the incident, the identification of the vehicle (model series, model year, and VIN), the date of the incident which was the pasis for the lawsuit, the date the lawsuit was filed, and the vehicle owner's name, address, and telephone number. Identify all parties involved in the lawsuit.



Mr. Michael B. Brownlee EA88-001; NEF-12rtr December 2, 1987

- A4 & A5. Our searches found no record of any lawsuits, subrogation claims or any accident reports pertaining to your stated alleged defect.
- Q6. Furnish an "pdated listing of warranty claim data related to the alleged defect on the subject vehicles. Provide the data in a format consistent with Chrysler's warranty claim data submission of May 13, 1987. Each problem claim code must be identified. It appears that in Chrysler posses. March 2, 1987, and May 13, 1987, some warranty claim codecepted in clearly identified (i.e., some of the labor operation numbers specified in Chrysler's May 13, 1987 response may not have been clearly identified in Chrysler's description of warranty claim codes submitted no March 2, 1987).
- A6. Enclosed is a listing which updates the warranty claim data provided in our May 13, 1987 response

All labor operation numbers identified in our May 13, 1987 response were also identified in our March 2, 1987 response, but they don't appear the same because of 8-digit versus 10-digit format the seventh and eighth digits are not shown in the March 2, 1987 listing. This is simply a format difference between the warranty claim compilation summary data provided in our initial response and the special study werranty data provided wiskequently.

Q7. In October of 1986, Chrysler recalled 67,602 1984 through 1987 vehicles equipped with the 5.2L engine for intermittent ioss of brake power assist on a second application of the brake pedal in Canada. The defect was a result of the brake booster vacuum hose port in the base of the carburetor being blocked with frozen moisture after an extended period of highway driving at low ambient temperatures. To prevent this defect from occurring, the vacuum source of the brake booster was relocated from the base of the carburetor to the intake manifold.

Indicate whether Chrysler has relocated or will relocate the brake booster vacuum source from the base of the carburetor to the intake manifold on similar U.S. vehicles, either as a design, production, or field modification. If the source was relocated (or will be relocated), describe the modification.

- A7. Chrysler did relocate the brake booster vacuum source from the carburetor to the intake manifold on similar U.S. vehicles during 1987 model year production – early in the model year on the subject truck models and late in the model year on cars. The modification is the same as done on Canadian market vehicles, as described in the enclosure for item 3.
- Q8. Furnish this office a sample of each of the Brake Booster Vacuum Hose Packages and special sockets identified in the Canadian recall report. Indicate whether or not these kits could be used on similar U.S. models.
- A8. Enclosed are samples of the Canadian recall parts packages C3940285 for cars and C3940286 for trucks. These parts packages could be used on similar U.s. whicles. The Canadian recall instructions describe a special socket too to be fabricated by servicing dealers. Sockets were not supplied by Chrysler, and samples are not available.

Mr. Michael B. Brownlee EA88-001: NEF-12rtr December 2, 1987 Page Four

- Q9. Chrysler's March 2, 1987 response stated: "a total of seventeen vacuum hose port freezing incidents which required correction by rerouting had been reported in the Canadian market." Provide copies of each of these reports.
- A9. Copies of the seventeen Canadian market reports are enclosed. None of these reports allege any accident or injury circumstances.
- Q10. Chrysler's March 2, 1987 response stated: "we attempted to determine the scope of the condition in the U.S. market through contact with our Zone Service Office technical representatives in cold weather areas. We found no awareness of any such reports." Chrysler's March 2, 1987 response included reports regarding consumers Broker and Hively. Broker's report stated "During cold weather 20F or colder, car brakes do not work well if we are road driving. 45 mph or faster." Broker's state of residence was identified as Alaska. Mr. Hively, a Wisconsin resident, stated "the lack of power brakes is going to kill someone. The cause is filter PN (3)765 429. It filters all the moisture in the line and freezes, causing no vacuum to get to the booster and consequently ND power brakes." Indicate whether or not these reports indicate or appear to inducate "failures" consistent with those reported in the Carvadian market.
- A10. The symptoms and cocumstances described in Mr. Broker's report and in our subsequent phone contact with him are consistent with those reported in the Canadian market. However, the condition was not confirmed by Chrysler, nor was its cause determined. We arranged to have the booster vacuum source relocated to the intake manifold on Broker's vehicle which had not at the time of our latest contact experienced winter operation since the relocation service was performed.

Mr. Hively specifically attributes his problem to freezing of the filter, indicating that the condition was eliminated when the filter was removed. This is not consistent with the Canadian input that freezing occurred at the carburetor port. Mr. Hively returned the removed filter to us per orbone request. Our inspection detected nothing unique or any problem with that filter. We also arranged for vacuum source relocation service on the Hively vehicle.

- Q11. Indicate whether or not Chrysler has considered conducting a recall similar in nature to Chrysler's 83V-019 recall for fuel tank strap corrosion in which the defect occurred in "winter salt zones."
- Chrysler has not considered conducting a recall of any nature for the subject condition on U.S. vehicles. It is our evaluation that no such action is necessary.
- Q12. Furnish Chrysler's opinion of the alleged defect in the subject vehicles Please include an assessment of the following:
 - a. the causal or contributory factors which may result in the alleged defect:
 - b. the failure mode:
 - c. the risk to motor vehicle safety created by the alleged defect; and
 - any warning of the alleged defect.



Mr. Michael B. Brownlee EA88-001; NEF-12rtr December 2, 1987 Page Five

A12. Our previous responses on this subject have described in detail the causal and contributory factors and circumstances associated with a cond ion of intermittent loss of power brake assist experienced on some Canadian vehicles due to frozen moisture blockage of the booster vacuum hose port. Braking capability is maintained, but increased pedal effort (hard brake pedal) is recuired due to the loss of power assist. We are not aware of any reports (Canada or U.S.) which allege an accident or injury circumstance due to this condition. The potential for the operator to become cognizant of the operating and ambient circumstances (extended highway driving at extremely low temperature) required to experience the condition may serve as warning.

Based on the almost non-existent U.S. field reporting experience; the product differences between the U.S. and Canada; and the generally diverse Canadian weather, as detailed in our prior responses, it is our evaluation that the subject condition is not a concern on the subject U.S. market vehicles.

- Q13. Furnish a copy of all documents not specifically requested which Chrysler believes are relevant or were used in formulating its assessment of the alleged defect.
- A13. Chrysler believes that all relevant documents have been provided in this and our prior responses.
- Q14. Furnish any new information of which Chrysler is aware concerning any report, document, or information which may have been previously provided by Chrysler. Also, furnish any additional information of which Chrysler is aware concerning the reports provided by the National Highway Traffic Safety Administration (NHTSA) on this matter.
- A14. Through phone contact with Jack Fisher (report enclosed with our March 2, 1987 response), we determined that he had sold his vehicle. He indicated that the brake complaint, which occurred during heavy snow and very cold weather, had never been corrected. The subsequent owner (Tom Locnikar, Rt e 2, Avon, MN) stated he had never experienced any braking problems. Inspection of the vehicle showed that the vacuum hose had already been relocated to the intake manifold prior to sale by the original owner.

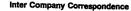
We are not aware of any additional information on any of the reports provided by NHTSA.

Sincerely.

Enclosures (a/s)

OOF

ENCLOSURE FOR ITEM 3 EA88-001; NEF-12rtr



Contor Line

November 16, 1987

423-16-31

ALL ZONE MANAGERS. SERVICE & PARTS SALES

- ALL 2011 National Field

ADVANCE SERVICE IMPORMATION #87-21

DRAFF BOOCTOD VACUUM DECTRICATION CANADIAN DECATI

E 21 POSTEDERN VERTOT DE L'ESTEN RELON VITTE SERL CADESIDETOR ONLY

Service Manager

1984-1987 Plymouth Gran Fury, Dodge Diplomat, & Chrysler Fifth Avenue

1985-1987 Dodge R1, R2, & R3 Van/Wagon; D1, D2, D3, D5. D6 & D7 Pickup: & D4 & D8 Ramcharger

NOTE:

P. N. Rossi

STACK THIS I FITTER INVOLVES AN EXTREME COLD WEATHER PROBLEM. IT IS PRIMARTLY DIRECTED TO NORTHERN ZONE OFFICES ALL CITYER ZONES ARE REING INCLUDED IN THE DISTRIBUTION FOR INFORMATION ONLY.

The subject vehicles equipped with 5.2L 2BBL engines operating in the Canadian market were recalled in November, 1986, to eliminate a potential for brake booster vacuum line freeze-up.

These vehicles utilize a port at the base of the carburetor as the vacuum source for the power brake booster. After extended periods of highway driving in extreme cold temperatures, moisture accumulation at the carburetor vacuum port could freeze and temporarily restrict vacuum to the brake booster. This caused an intermittent loss of brake power assist on a second application of the brake pedal.

Only the Canadian vehicles were recalled because:

- U.S. versions of the subject vehicles have emission system differences that result in higher underhood temperatures, and
- The severity and duration of cold weather in Canada are factors that cause the condition.

We are not aware that the brake booster vacuum line freezing condition is a problem in the U.S. market. However, in the event you do receive a complaint of this nature, the following information will assist you to properly correct the condition.

Continued

FCEIVED

NOV 18 1987

J. V. TRACY



Advance Service Information #87-21 November 16, 1987 Page 2

Repair Procedure

Should you encounter a wehicle that exhibits the indicated Canadian symptoms, the potential for vacuum line freezing can be aliminated by using the following procedure to relocate the vacuum source for the brake booster from the base of the carburstor to the intake manifold.

Passenger Cars

- Remove air cleaner wing nut and shift air cleaner forward slightly to
 provide access to base of carburetor.
- Loosen clamps at vacuum hose connections to brake booster check valve, and to nipple at base of carburetor. Remove and discard vacuum hose and filter assembly.
- 3. Disconnect existing hose(s) from manifold vacuum connector (tree).
- 4. Carefully remove manifold vacuum connector from intake manifold.
- 5. Install new connector, PN 4026117, and torque to 27 N.m (20 pound feet).
- Reconnect hose(s) disconnected in Step 3.
- Install new preformed vacuum hose, PN 4294294, from the booster check valve to the large nipple on the new intake manifold connector. Use new hose clamps. PN 2448761.
- Install new rubber cap, PN 3580452, over end of the carburetor nipple that
 was connected to the booster vacuum hose.
- 9. Reposition air cleaner and install and tighten wing nut.

Trucks

- For Van/Wagon only, loosen two clamps and three bolts and remove engine cover.
- Remove air cleaner wing nut and shift air cleaner forward slightly to provide access to base of carburetor.
- Loosen clamps at brake booster vacuum hose connections to in-line filter and to nipple at base of carburetor. Remove and discard short hose and filter assembly. (Retain one clamp and leave longer vacuum hose connected to brake booster.)

Continued



Advance Service Information #87-21 November 16, 1987 Page 3

- 4. Disconnect existing hose(s) from manifold vacuum connector (tree).
- 5. Carefully remove manifold vacuum connector from intake manifold.
- 6. Install new connector, PN 4026117, and torque to 27 N.m (20 pound feet).
- 7 Reconnect hoses disconnected in Step 4.
- Connect existing longer vacuum hose on brake booster to intake manifold connector using clamp retained in Step 3.

NOTE: ON VAN/WAGON, ROUTE THE HOSE IN THE AREA FORWARD OF THE DISTRIBUTOR AND BEHIND THE CARBURETOR.

- Install new rubber cap, FN 3580452, over end of carburetor nipple that was connected to the booster vacuum hose.
- 10. Reposition air cleaner and install and tighten wing nut.
- For Van/Wagon only, reinstall engine cover, close two clamps, and tighten three bolts to 3 N.m (24 pound inches).

Labor Operation No. 05-60-10-90 "M" Body & Pickup Trucks 0.3 Hrs.
"B" Van/Wagons 0.4 Hrs.

Failure Code: XX

PN Row_

XX Service Adjustments

Please report any occurrences of this condition to Service Engineering, Attention: A. J. Ramming, via FAX T/L 897-1384. Be sure to include VIN, mileage, repairing dealer, and WRO number.

R. N. Rossi

/mp

G. L. Rutherford cc H. J. Duggan D. J. Krans K. N. Gilboe G. H. Schnurr D. Lopez G. J. Giocondi L. S. Stiles J. C. Lowry R. J. Grix E. F. Mahon J. V. Tracy R. I. Harting T. L. Martin Regional Managers, S&PS J. W. McCormick F. R. Henderson Service Engineering Staff C. R. Klapec C. G. Palus Technical Advisors

ENCLOSURES FOR ITEM 6 EA88-001; NEF-12rtr

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(See attached sheet for explanation of different date format.

DATE COLUMN INTERPRETATION

Dates shown on the attached pages are expressed as follows:

- For vehicle build, sold or repaired dates by Julian calendar date, e.g.
 January 20, 1987 is shown as 7020, the first character designating the year and the last three the day of the year.
- For the list date of repair (LST) by year, month, and payment cycle (for accounting purposes, each month has two payment cycles). For example, payments made in the second cycle of March 1987 would appear in the LST column as 732.

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ENCLOSURES FOR ITEM 9 EA88-001; NEF-12rtr

CONTRACTOR - REGIONAL OFFICE



John G.F. McLeod District Superintendent Amoco Canada Petroleum Compuny Ltd. Suite 300, 6815 8 Sireet N E Calgar Alberta 12E 7H7

February 6. 1985

Art Wegner Regional Service Manager Chrysler Canada Box 670 Red Deer, AB T4N 509

Automotive Fleet Units Plymouth Caravelle - Brake Problems; File: KA-593

Further to a telephone conversation between Wake*/Pasemko on February 5, 1985 this letter will confirm that we have been experiencing problems with the braking system on four of our 1984 Plymouth Caravelle Fleet units. The problem has been diagnosed by a mechanic who works for Sundre Sales and Service - Sundre, Alberta as an ice plug in the vacuum hose from the carburetor to the booster unit which has led to four vehicles encountering a "hard" brake pedal and corresponding lack of breaking capability. By copy of this letter to the individuals concerned, we hereby advise them of the potential safety hazard and that we will communicate with them shortly after you advise us of the solution to the problem.

Any further inquiries regarding this situation may be directed to Karl Adam or Gree Pasemko at 295-4100.

GPP/ddf

cc: E. M. Baraniuk Calgary Office Ron Kenney - Calgary Office All District Foremen - Crossfield Jack Savage - Northern District Len Cyca - Edmonton District Mayne Heth - Pembina District

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COST



Amoco Canada Petroleum Company Ltd.

February 8, 1985



E. M. Baraniuk Calgary Office

Automotive Fleet Units - Plymouth Caravelle - Brake Problems; File: KA-593

Further to our letter dated February 6, 1985 to Chrysler Canada regarding the above noted subject, it has since been determined that after sending one of our automative units to Southside Plymouth Chrysler Ltd. - Red Deer, Alberta we have discovered the cause of the brake problems in our Plymouth Caravelles.

Inside the snortle on the air intake side of the air cleaner is a hot air door which opens or closes according to temperature fluctuations and is controlled by a sensor in the air cleaner. The hot air door should automatically close during periods of cold weather. If the door should automatically close during periods of cold weather. If the door should automatically close during periods of cold weather. If the door should be the air passes through the carburetor, freezes, condensation forms and turns to ice. The cold air is sucked through the base of the carburetor and into the hose that leads to the brake booster unit which is vacuum operated and provides the power assist. The moisture freezes inside the hose plugging it off resulting in a loss of the power brake assist. Although the power assist does not function, manual braking power is still available demonstrated by encountering a "hard" brake pedal and corresponding lack of braking capability.

The problem has been rectified with a simple adjustment to the hot air sensor inside the air cleaner. The door was fluctuating back and forth as it would normally do during warm summer weather instead of remaining closed.

A letter is presently being prepared by South Side Plymouth Chrysler Ltd. and will be sent to their Head Office with a copy to this office outlining the problem. By copy of this letter to all parties concerned.

Notherst tried Wagay laster or the unite with

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No success

the Crossfield District strongly recommends that all Plymouth Caravelle automotive units be taken in to the nearest dealer for immediate service in order to rectify this perspective safety hazard.

C Sillowsky f

T. Sedlowsky Acting District Superintendent

GPP/ddf

cc: Art Wegner - Chrysler Canada
Box 670
Red Deer, AB
Ron Kenney - Calgary Office
All District Foreman - Crossfield
Jack Savage - Northern District
Len Cyca - Edmonton District
Wayne Neth - Pembina District

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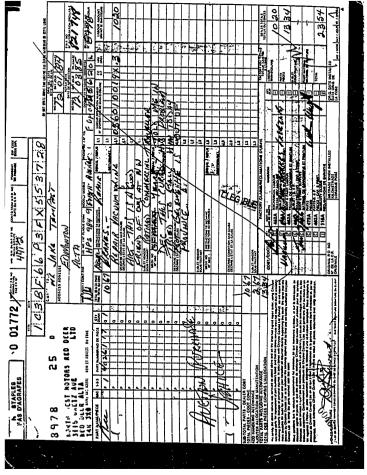
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ENGINEERING ANALYSIS CLOSING REPORT

SUBJECT: Alleged Loss of Power Brake Assist in Low Temperature Zones in 1984 through 1987 Chrysle: Corporation Vehicles Equipped With 5.2 Liter 8-Cylinder Engines.

EA No. : EA88-CO1 Date Opened: 10/01/87 Date Closed: MAR I

BASIS: This matter originated as an GOI Presiminary Evaluation (PER7-013) on January 5.1987.

<u>THE ALLEGED DEFECT</u>: The alleged defect addressed in this analysis is the loss of power brake assist due to the brake booster vacuum hose port in the base of the carburetor becoming blocked with frezen moisture after extended periods of highway driving in low ambient temperatures.

<u>DESCRIPTION OF THE COMPONENT OR VEHICLE SYSTEM</u>: The subject vehicles are equipped with 8-cylinder engines of 5.2 liter displacement.

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NHTSA to	Mfg. to	Mfg. to NHTSA
_Mfq.	NHTSA	Supplement
01/14/87	03-16-87	None
04/05/87	05/13/87	None
10/09/87	12/09/87	None

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		EA (OPENED -	EA CI	LOSED
	Reports	ODI	MFG	ODI	_ MFG
	Owners	0	3	0	3_
	_Field	0	1	0	1
	Lawsuits	0	0_	0	0
	Property Damage Accidents	0		0	
	Injury/Accidents Injuries			0	
	Fatality Accidents/ Fatalities	. 0	0	0	
	Unknown Accidents	0	0	_0	
	Canadian Reports	0	18	0	20



Vehicle Sales by Model/ Model Year/ Engine

	Model	Engine*	1984	1985	1986	1987
Cars:						
	Ply Gran Fury	Р	7532	11965	9634	7347
	• • • • • •	4	3240	3293	1680	1748
		S	3744	3844	3477	1265
	Dodge Diplomat	P	11832	24331	16581	13016
		4	4788	4837	1682	2653
		Š	5543	9997	8690	4958
	Chrys 5th Ave.	P	79441	109971	104744	70597
Trucks:						
	Ramcharger	T	20051	29643	13222	17833
	B-Vans/Wagons	Ť	69692	70818	64230	69582
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	D-Pick-ups/Cabs	Ť	66301	91470	67270	61137
	2	ມ່		457	55	226

• Engine Codes are as follows:

Car: P-standard 2bbl; 4- heavy duty 2bbl S- 4bbl Truck: T- 2bbl; U- 4bbl

<u>HARRANTY CLAIMS</u>: Chrysler's March 2, 1987 response stated "Chrysler's warranty compilation system does not assign description categories or codes based on symptoms such as described in your statement of alleged defect (shall refer to the alleged loss, failure, malfunction, or inadequate performance of the brake system, brake power assist, and alleged "occurrences" of hard brake pedall." However, a compilation of warranty claim data was provided by Chrysler which "might pertain to the intent of your (DOI) inquiry." Analysis of this data did not indicate the presence of a safety defect tred.

 $\underline{\textit{RECALLS}}$: Chrysler has issued no recalls relating to the alleged defect in the U.S. market.